

### 2015 Interregional Transportation Strategic Plan Development Process

The 2015 Interregional Transportation Strategic Plan (ITSP) is the long range planning document for the interregional transportation system. The vision and objectives in the 2015 ITSP are significantly different than the objectives of the 1998 ITSP, which reflect the differences between the new Priority Interregional Facilities and the old Focus Routes. Instead of connecting all urban, urbanizing, and high-growth areas to the trunk system at expressway or freeway standards, the policies in the 2015 ITSP focus on improving the interregional movement of people and freight in a safe and sustainable manner that supports the economy.

The following is the 2015 ITSP development process conducted by Caltrans and informed by public outreach including workshops across the State in November 2014 and March 2015, webinars, and presentations before multiple transportation groups:

- Developed a **vision** for the interregional transportation system that incorporated existing major policies and regulations - Caltrans new mission and goals, Executive Orders B-30-15 and B-32-15, significant legislation (Assembly Bill (AB) 32, Senate Bill (SB) 375, and SB 391), and current State Transportation Improvement Program Guidelines: *A well-developed, high quality, multimodal interregional State highway and intercity passenger rail network that serves as the backbone for the movement of people and goods throughout California* (page 23 of the 2015 ITSP).
- Developed **objectives** for the interregional transportation system. These objectives were the basis of the Strategic Interregional Corridor analysis and used to identify the Priority Interregional Facilities and develop the Project Evaluation Criteria (page 24).
  - *Accessibility*-Provide access for people and goods to and through all regions of California.
  - *Reliability*-Ensure that the interregional transportation system is reliable and efficient for the movement of people, goods, services and emergency response.
  - *Safety*-Develop and operate a safe interregional transportation system for all travelers.
  - *Integration*-Optimize multi-modal connectivity throughout the interregional transportation system.
  - *Economy*-Improve interregional connectivity to enhance California's diverse economy.
  - *Sustainability*-Improve and manage California's interregional transportation system in an environmentally sensitive, economical and equitable manner.
- **Defined interregional travel** – Long distance non-commute travel between regions. A definition for interregional travel was necessary to develop a plan supporting interregional travel (page 37).
- Identified the **major regions in California**. Analysis was completed to assess travel between these eight regions – *North State, North Coast, San Francisco Bay Area, Sacramento Region, Central Coast, Central Valley, Eastern California, and Southern California* (pages 59 and 62).
- Identified the 11 major interregional transportation corridors linking the eight regions, neighboring states, and foreign nations and labeled them **Strategic Interregional Corridors** – *San Diego-Mexico Border-Inland Empire Connections, South Coast-Central Coast, Central Coast-San Jose/San Francisco Bay Area, San Jose/San Francisco Bay Area-Central Valley-Los Angeles, Sacramento Valley-Oregon, High Desert-Eastern Sierra-Northern Nevada, Southern California-Southern Nevada/Arizona, Central Coast and San Joaquin Valley East-West Connections, San Jose/San Francisco Bay Area-Sacramento-Northern Nevada, and North Coast-Northern Nevada Connections* (page 61).
- Analyzed the **major interregional person and freight movement patterns** within each Strategic Interregional Corridor to **identify the most significant facilities** that provide a minimal level of access to the region (not each city or location within the region) and **support the movement of people and freight** between regions (Chapter 4).

- Identified the **Priority Interregional Facilities** which are the highest priority highways, interstates, and intercity rail corridors that support the interregional movement of people and goods. Alternate and backup facilities to the highest priority facilities were not included (page 65).
- Developed **Project Evaluation Criteria**, based on the six objectives of the ITSP, which will be used in the assessment of projects during the development of the Interregional Transportation Improvement Program. Depending on the availability of data, some of the criteria are more specific and quantitative (for example, the truck volume for significant freight facilities should be at least 15%) while others are more qualitative (pages 174-176).